CITY OF KIRKLAND

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DEPARTMENT OF PUBLIC WORKS

PRE-APPROVED PLANS POLICY

Policy R-32: Marking of On-Street Bike Lane as Part of a Resurfacing Project Policy

These guidelines are for the striping of non-separated bike lanes for a resurfacing project. The guidelines are intended to allow flexibility in design, since there are often competing interests that will have to be balanced to provide the best design. AASHTO and NACTO Guidelines should be consulted in the design of bike lanes.

1. **Space for Bikes and Pedestrians**
    a. Consider removing and/or narrowing parking and/or car travel lanes.
    b. Install bicycle facilities on both sides of the roadway as long as there is a walkway on one side.
    c. Design decisions based on:
        i. Volumes of various modes
        ii. Improvement of the quality of biking and walking facilities possible with removal
        iii. Any other appropriate considerations.
    d. Outreach/notification is required when parking or car lanes are proposed for removal.
2. **Area for Walking**
    a. If a walkway (sidewalk or paved shoulder) exists along one side of a street segment, there is no need to provide a walkway on the other side of the street segment.
    b. If there is no sidewalk on either side of the street, provide a 5′ wide (min.) walkway on at least one side of the street.
    c. In other areas, usually provide a walkway (as in b. above), but consider the length of missing walkway, continuity of bicycle and pedestrian facilities on adjacent parts of the street, crosswalks that connect to walkways, etc.
    d. Do not place pavement markings in shared bicycle/walkway areas.
    e. If width of shared bicycle/walkway area is 7′ or wider, place "No Parking" signs.
3. **Area for Biking**

Bike Lane Design Guidelines					
Condition	*Minimum Bike Lane Width*	*Available width for Bike Facility*	*Suggested Bike Travel Lane Width*[a]	*Bike Lane/Travel Lane Buffer*[b,c]	*Pre-approved Plan No.*
No curbs or other barriers	4 feet	4′	4′	0′	CK-R.35a
		4′ < w < 6′	4′ to 6′	0′	CK-R.35a
		6′ ≤ w < 7′	4′ to 5′	2′	CK-R.35b
		7′ ≤ w < 8′	5′ to 6.5′	3′	CK-R.35b
		8′ ≤ w < 9.5′	5′ to 6.5′	3′	CK-R.35b
		≥9.5′ w/o Parking	6.5′	3′	CK-R.35b
		≥9.5′ w/ Parking[d]	5′	3′	CK-R.35b
Curb or other barriers	5 feet	5′ ≤ w < 7′	5′ ≤ w < 7′	0′	CK-R.35a
		7′ ≤ w < 8′	5′ ≤ w < 6′	2′	CK-R.35b
		8′ ≤ w < 9.5′	5′ ≤ w < 6.5′	3′	CK-R.35b
		≥9.5′ w/o Parking	6.5′	3′	CK-R.35b
		≥9.5′ w/ Parking[d]	5′	3′	CK-R.35b

a. Bike travel lane width measured from pavement edge, face of curb or face of barrier to the center of bike lane marking.
b. Buffer is measured from the center to center of lane markings.
c. Buffers are cross-hatched. Interior diagonal cross-hatching consists of 4" wide white lines angled at 45 degrees and striped at 20-foot intervals.
d. Use 2' to 3' wide parking buffer.

4. **General Guidelines**
   a. Car lane widths: 10 feet typical, 12 feet maximum
   b. Typical taper rate for bike lane & buffer is 35:1
   c. Car parking lane width with bike lane: 7' minimum, 8' is desirable
   d. 6" white lines delineate bike lanes and buffers
   e. Consistent lane widths and buffers for cars and bikes between both directions of travel, symmetric around the center line of pavement and along roadway segment are desirable.
   f. Maintain consistent travel lane width, then buffer width, and vary bike lane width.
   g. Extruded curb can be used between a walkway and a bike lane. It is not usually used between a car lane and bike lane.